

19990921.ba v02\_n674.bam.990921

>From ???@??? Wed Sep 22 00:35:43 1999  
Message-Id: <199909212258.d8LMwFX00649@sco.theporch.com>  
Date: Tue, 21 Sep 1999 17:55:59 CDT  
From: Old Tube Radios <boatanchors@theporch.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: BOATANCHORS digest 2674

BOATANCHORS Digest 2674

Topics covered in this issue include:

- 1) RE: Lesson Learned - International shipping  
by "Ed Tanton" <n4xy@att.net>
- 2) FS  
by George T Folse III <kb5ww@bellsouth.net>
- 3) Re: MYSTERY TUBE- 1B24A  
by "Sandy W5TVW" <ebjr@i-55.com>
- 4) Re: Cleaning pots....  
by "Barry L. Ornitz" <ornitz@tricon.net>
- 5) Grays Lake, IL  
by billrobb@net-link.net
- 6) RE: Rusty BC-610's value??  
by "ROBERT W. DOWNS" <RWDwns\_WA5CAB@compuserve.com>
- 7) Re: MYSTERY TUBE- 1B24A  
by Jerry Proc <jproc@idirect.com>
- 8) RE: Lesson Learned - International shipping  
by Tom Laszynski <k8jrm@ionet.net>
- 9) NC-400 questions; knobs; and some info  
by "Rodger Singley" <rbsingl@ilstu.edu>
- 10) NC-400 additional  
by "Rodger Singley" <rbsingl@ilstu.edu>
- 11) POWER SUPPLY IRON  
by JOHN\_SEHRING.parti@ecunet.org (JOHN SEHRING)
- 12) Need: 3x7x12" Aluminum chassis, etc  
by Greg Carter <kx4r@atl.mindspring.com>
- 13) Manuals for CV-591A and HP-606A needed  
by Greg Carter <kx4r@atl.mindspring.com>
- 14) Re: NC-400 questions; knobs; and some info  
by "Arden Allen" <gumbear@pacbell.net>
- 15) ADMINISTRIVIA: Over Quoting  
by listown@jackatak.theporch.com (Mail List Owner)
- 16) Re: POWER SUPPLY IRON-- Chokes??  
by Richard Post <post@ouvaxa.cats.ohiou.edu>
- 17) Re: Need: 3x7x12" Aluminum chassis, etc  
by "Bob Duckworth" <wb4mnf@atl.org>
- 18) Re: POWER SUPPLY IRON-- Chokes??

- by "Arden Allen" <gumbear@pacbell.net>  
19) Wireless Set No 62 FS  
by BEN NOCK <G4BXD@compuserve.com>  
20) International shipping (lengthy rant!!!)  
by dma@islandnet.com  
21) Swap Meet in Portland, Oregon--A Reminder  
by Liles Garcia <Liles\_Garcia@pmc-sierra.com>  
22) That's THIS Sunday - get set now!  
by MODSTEPH@ACS.EKU.EDU

-----  
From: "Ed Tanton" <n4xy@att.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: RE: Lesson Learned - International shipping  
Date: Mon, 20 Sep 1999 21:13:27 -0400  
Message-ID: <NBBBJDEEIFDDANGEGHLBMEMLGPAA.n4xy@att.net>  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

Unfortunately it doesn't always work out. Recently my son sent \$60 worth of baseball cards on an internet-arranged sale to a Chris Vial in Edmonton, Alberta Canada, via Global Priority Mail. This guy now won't acknowledge emails, etc.

Please excuse the off-topic BW, but it does go along with the international shipping thread. I was kinda hoping there might be someone reading this in Edmonton who might give him a call or something.

72 / 73 Ed N4XY email: <n4xy@arrl.net>

webpage: <http://www.qsl.net/n4xy/>

-----  
Message-ID: <37E6DDC4.5014@bellsouth.net>  
Date: Mon, 20 Sep 1999 20:22:12 -0500  
From: George T Folse III <kb5wwwo@bellsouth.net>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
CC: Heath List <heath@listserv.tempe.gov>, boatanchors@theporch.com  
Subject: FS  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

All,  
The Ranger II,DX200,and DX35 are sold.

Still have the DX60,HR10,HG10. \$225  
T4XB,R4B,MS4,and PS \$450

George

-----  
Message-ID: <003801bf03d8\$30559e80\$1c60e7d0@SandyBlaize>  
From: "Sandy W5TVW" <ebjr@i-55.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: MYSTERY TUBE- 1B24A  
Date: Mon, 20 Sep 1999 20:14:05 -0500  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

>This is one of the strangest tubes I've seen.  
>I'd guess it's x-ray, but thought I'd submit it to  
>your collective knowledge.

Dave,

The 1B24 is indeed a spark gap....of sorts. This is a T/R  
cell  
used for 3 cm radar sets (If my memory serves me correctly!)  
It goes in the waveguide system and blocks the magnetron  
transmitter power from the receiver mixer crystal when the  
magnetron transmits. They were very common in small boat and  
tug boat radars. Not much use in amateur radio, but makes a  
conversation piece!

73,  
Sandy W5TVW

-----  
Message-Id: <199909210136.VAA07008@flash.naxs.net>  
From: "Barry L. Ornitz" <ornitz@tricon.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Cleaning pots....  
Date: Mon, 20 Sep 1999 22:31:24 -0400

Richard W. Solomon wrote:

>I find De-Oxit to be quite satisfactory and haven't had it blow up yet.  
>Why spend \$\$\$\$ on a B/A and then scrimp on the cleaner ??

The Caig sprays are now flammable, containing naphtha instead of the older non-flammable Freon TF. Arden's advice is still sound. Unplug the radio and let it cool before using any such solvent. Do not plug it back in until there is absolutely no lingering odor of solvent.

There is a classic story about contact cleaner that has been written about in QST and other places. I have seen the photos related to this courtesy of a Motorola distributor. It seems a police cruiser had a trunk mounted radio with some relay contacts that did not always work well. The patrolman (trained as a CB'er) drenched the radio with contact cleaner, put the lid back on and closed his trunk. A few minutes later, after the solvent had evaporated and mixed well with the air in the trunk, he keyed the microphone and the radio exploded. The top of the radio made a nice dent in the trunk lid.

The point is, don't use flammable solvents on a live radio.

73, Barry      WA4VZQ      ornitz@tricon.net

-----  
From: billrobb@net-link.net  
Message-Id: <3.0.6.32.19990920223352.007a0a50@serv01.net-link.net>  
Date: Mon, 20 Sep 1999 22:33:52 -0400  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Grays Lake, IL  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"

Does anyone have a R-390A that they are bringing to the Hamfest this weekend??

Tnx de Bill

-----  
Date: Mon, 20 Sep 1999 23:18:38 -0400  
From: "ROBERT W. DOWNS" <RWDowns\_WA5CAB@compuserve.com>  
Subject: RE: Rusty BC-610's value??  
To: Old Tube Radios <boatanchors@theporch.com>  
Message-ID: <199909202319\_MC2-8599-1068@compuserve.com>  
MIME-Version: 1.0  
Content-Transfer-Encoding: quoted-printable  
Content-Type: text/plain;  
          charset=ISO-8859-1  
Content-Disposition: inline

Group,

I apologize for forgetting who originally posted this, but I did. Anyway=  
,  
I don't believe that I've seen mentioned what model of BC-610 (or BC-614)=  
these are. That will make more than a little difference. I haven't seen=  
or heard of a -D or earlier since 1965. I need a rear cover for an -E, a=  
nd  
know of another collector with an -E who I think needs some parts. There=  
are a (very) few people around who are trying to complete SCR-299's. Als=  
o,  
does the current owner have any of the chests that originally went with t=  
he  
set? Etc. Etc.

Robert Downs  
WA5CAB  
Houston

-----  
Message-ID: <37E76C56.9D93A620@idirect.com>  
Date: Tue, 21 Sep 1999 07:30:31 -0400  
From: Jerry Proc <jproc@idirect.com>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
CC: boatanchors@theporch.com  
Subject: Re: MYSTERY TUBE- 1B24A  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

Hi David,

My guess its a transmit/receive switch from a WWII vintage radar.  
This device shorts out and protects the the receiver input circuit  
when the transmit pulse fires.

--

Regards,  
Jerry Proc VE3FAB jproc@idirect.com  
Web: [www3.sympatico.ca/hrc/haida](http://www3.sympatico.ca/hrc/haida)  
HMCS HAIDA Historic Naval Ship, Toronto Ontario

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Message-Id: <3.0.2.32.19990921081212.007c72d0@ionet.net>  
Date: Tue, 21 Sep 1999 08:12:12 -0500  
To: Old Tube Radios <boatanchors@theporch.com>  
From: Tom Laszynski <k8jrm@ionet.net>  
Subject: RE: Lesson Learned - International shipping  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"

One of my concerns in shipping overseas is insurance processing time when something goes wrong. I was told by the USPS representative that it would take six weeks handle my claim. A message received off net, indicated that six months was more likely.

Enlight of the above, is USPS the best way to ship a boatanchor or related item? Has anybody had experience with insurance claims with other carriers?

Tom  
K8JRM  
Oklahoma City, OK 73150-8028

-----  
Message-ID: <001f01bf0433\$e83b3220\$50bf578a@rbsingl>  
From: "Rodger Singley" <rbsingl@ilstu.edu>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: NC-400 questions; knobs; and some info  
Date: Tue, 21 Sep 1999 08:19:15 -0500  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

Hi gang,

I picked up an NC-400 at Peoria which definitely needs some TLC but I have wanted one for awhile. It is missing its phasing and BFO knobs which are probably difficult or impossible to get. In lieu of the "real thing", the NC-300 or 303 knobs for these same functions would be better than nothing and probably are more available so if someone has these please contact me. Of course the matching calibrator would be fine also!

This unit has a chassis punch-out (factory original and labeled for a 6AB4) for an uninstalled tube socket. I have a manual but nothing is mentioned about this-just curious if anyone knows what the factory intended.

With the manual I downloaded is an interesting sheet on a solid state rectifier plug-in. This information might be interesting to the group so I will summarize as follows:

The unit is called Code #S-5u4 with ratings of Max DC per section 225 max, max RMS AC 550V each section (from centertap supply), PIV @ 1550. The table lists suggested resistor values to be installed between centertap and ground for various tube rectifiers replaced-this might give good starting values for replacement of typical BA HV rectifiers:

Tube	Resistor (Ohms)	Wattage rating
5AS4	21	25
5AU4	30	10
5AW4	153	5
5T4	150	10
5U4G	170	10
5U4GB	21	25
5V4GA	100	5
5V4G	100	5
5W4	50	1
5W4GTG	50	1
5Y3 (GT)	50	2
5Z4	50	2

What I find interesting about this is how they came up with the value/wattage. For example note the difference between the 5u4G and GB suggested values and required wattage. I am not sure how much voltage they felt they could drop across the 21 ohm resistor to come anywhere near the need for a 25 watt resistor if a 10 watt 170 ohm resistor was fine for the 5U4G. Apparently this is for running the tube near its maximum current values, I would guess that in most radios the 21 ohm resistor would not drop the voltage the desired amount.

Well, I hope this information was helpful to some.

Rodger WQ9E

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-----
Message-ID: <002d01bf0441$9ab67f60$50bf578a@rbsingl>
From: "Rodger Singley" <rbsingl@ilstu.edu>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: NC-400 additional
Date: Tue, 21 Sep 1999 09:57:18 -0500
MIME-Version: 1.0
Content-Type: text/plain;
    charset="iso-8859-1"
Content-Transfer-Encoding: 7bit
```

I am down to needing one knob for the NC-400. When I removed the case I found:

1. Half of a postage stamp bypass, the other side was still connected from

line to ground-lightning victim!

2. The BFO knob-Yippee! Now I just need the phasing knob or a close sub.

3. A very petrified dead mouse-if anyone needs this component to complete an authentic "stored in the barn" boatanchor display its available for the price of postage (very low shipping cost as it is petrified and lightweight).

The NC-400 is actually working quite well, calibration is excellent and sensitivity is good on AM-seems a little low on the sideband position. Nice sound though not in keeping with the NC183D's PP 6v6 output stage.

Rodger WQ9E

P.S. a typo in the previous post under the solid state rectifier, should have read Maximum DC 225 ma. per section (an x inadvertently found its way into the ma.)

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MIME-Version: 1.0  
Content-Type: text/plain; charset="US-ASCII"  
Content-Transfer-Encoding: 7bit  
Date: Tue, 21 Sep 1999 10:51:05 -0400 (EDT)  
Subject: POWER SUPPLY IRON  
To: Old Tube Radios <boatanchors@theporch.com>  
From: JOHN\_SEHRING.parti@ecunet.org (JOHN SEHRING)  
Message-ID: <9909211051.aa22289@pcusa01.ecunet.org>

Orr's "Radio Handbook" 21st Ed, 1978 has a cool graph on p. 23.22, Fig. 27 which relates power capacity of a transformer vs. its weight (excluding case & fixture weight). Give curves for commercial, CW, typical Intermittant Voice Service & max IVS.

E.g. 20 pounds'll get ya about 1.2 kW. Doesn't include effects of continuous idling current.

-John Sehring (Sun, Sep 19, 1999 Custer SD USA) UCC WB0EQ

-----  
Message-Id: <3.0.5.16.19990921105828.35f7a2a4@pop.atl.mindspring.com>  
Date: Tue, 21 Sep 1999 10:58:28 -0400  
To: Old Tube Radios <boatanchors@theporch.com>  
From: Greg Carter <kx4r@atl.mindspring.com>  
Subject: Need: 3x7x12" Aluminum chassis, etc  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"



Hi Gang !

I'm in need of an aluminum chassis 3"x7"x12"  
for a homebrew 6L6/807 rig here.

Does anyone have such an animal ?

Also for another project , I'm looking for a  
chassis mount female twin-ax connector like  
on the back of an R-390A.

Pse reply with price and location to  
kx4r@mindspring.com

Tnx and 73 !!

Greg KX4R

-----  
Message-Id: <3.0.5.16.19990921110205.35f7752e@pop.atl.mindspring.com>  
Date: Tue, 21 Sep 1999 11:02:05 -0400  
To: Old Tube Radios <boatanchors@theporch.com>  
From: Greg Carter <kx4r@atl.mindspring.com>  
Subject: Manuals for CV-591A and HP-606A needed  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"

Hello again !

I would like to find manuals and schematics for the  
CV-591A/URR Sideband Adapter and also for the  
HP-606A signal generator. Need not be originals.  
Will pay copying and shipping costs.

Reply to kx4r@mindspring.com

Tnx and 73!

Greg KX4R

-----  
Message-Id: <199909211552.IAA15635@mail-gw2.pacbell.net>  
From: "Arden Allen" <gumbear@pacbell.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: NC-400 questions; knobs; and some info  
Date: Tue, 21 Sep 1999 08:51:54 -0700  
MIME-Version: 1.0  
Content-Type: text/plain; charset=ISO-8859-1  
Content-Transfer-Encoding: 7bit

Hello Roger;

> Tube	Resistor (Ohms)	Wattage rating
> 5AS4	21	25
> 5AU4	30	10
> 5AW4	153	5
> 5T4	150	10
> 5U4G	170	10
> 5U4GB	21	25
> 5V4GA	100	5
> 5V4G	100	5
> 5W4	50	1
> 5W4GTG	50	1
> 5Y3 (GT)	50	2
> 5Z4	50	2

I would take these values of resistance as virtually useless. What determines both the resistance and wattage of a resistor in this application is the current pulse that flows during the part of the AC cycle that charges the power supply filter input capacitor. The applied voltage, the value of the resistor, the value of the input capacitor, the current being drawn by the power supply's load, all effect the duration and thus waveform of that current pulse. Determining the resistance and wattage value for the rectifier replacement resistance when installing solid state rectifiers does not lend itself easily to linear analysis (assuming I would know how to proceed with such a thing). Cut-and-try is the only practical way to determine resistance. To determine wattage, start with a 50 watt resistor and work your way down until you think the resistor temperature is running too hot. Because the heat being generated by the resistor can be substantial think about keeping the heat out of from under the chassis. Mounting the resistor above the rectifier tube's socket is difficult without producing a potentially serious shock hazard, the resistor will have to be adequately shrouded.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

-----  
 Message-Id: <199909211615.d8LGF1W18113@jackatak.theporch.com>  
 From: listown@jackatak.theporch.com (Mail List Owner)  
 To: Old Tube Radios <boatanchors@theporch.com>  
 Subject: ADMINISTRIVIA: Over Quoting  
 Date: Tue, 21 Sep 99 11:15:01 CDT

Gang-

Apparently the gentle nudge and suggestion approach to the issue of improving the quality of posts to the BoatAnchors list, and maintaining our excellent (and high) signal to noise ratio is falling on DEAF EYES!

PLEASE READ THIS AND SAVE IT BECAUSE IT IS IMPORTANT!!!

The list culture is to include only those portions of a prior post that are required to maintain the context of your comments. We have always tried to reduce the amount of "chaf" on the list, and this is one good way.

In private mail between you, a subscriber, and me,, as list manager, I really don't care one way or the other, but when posting to the list, there are at least two issues of concern:

- 1) the increased bandwidth from including extra text.  
With the trial subscriptions and full members, the number of copies of each post mailed out change the impact of each extra word so that each single character becomes 1,000 characters of mail!
- 2) by not editing out included text, it sends a not at all subtle message to the list, that the poster considers his/her own time required to merely swipe his mouse across the text and tap the delete key, to be more valuable than the collective time and energy of the 600-700 readers on the list... not exactly a "positive" message! ;^)

This isn't rocket science... you place the pointer at the top of the message you are including \*parts\* of, and click-drag to where you need to include, and then hit the backspace or delete key... painless, easy, quick, and very helpful to the list.

PLEASE begin to pay attention to this... those who consistently can not be bothered to be considerate of the list will forfeit posting privileges and risk not being invited back for membership.

Treat the list as a symposium. In such an environment, with 600 others attending who have paid to be there, it is unlikely you would repeat someone else's portion of a conversation in its entirety as part of your own remarks... it would become very tedious, very quickly, if you did... especially if you repeated even the closing signature block of the previous message.

Thanks for your understanding and help in making the boatanchors list have the highest signal to noise on the InterNet.

--

73

Jack, W4KH/Mobile - - - BoatAnchor Mailing List Owner - - -  
listown@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"  
"Il n'y a que les idiots qui ne changent jamais d'idee"  
Tue Sep 21 11:15:01 CDT 1999

-----  
Message-Id: <v03007803b40d63602fe5@[132.235.46.14]>

Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"  
Date: Tue, 21 Sep 1999 12:29:55 -0500  
To: Old Tube Radios <boatanchors@theporch.com>  
From: Richard Post <post@ouvaxa.cats.ohiou.edu>  
Subject: Re: POWER SUPPLY IRON-- Chokes??

I have seen similar charts for power transformers versus wattage and have used the dimensions and power handling listings for Stancor, Merit, and other replacement transformers as a rough guide for characteristics of unknown iron.

But I offer the following dumb question as a hobbyist whose grad studies are other than engineering. Does anyone know of a similar chart, guide or rule of thumb for roughly predicting the current handling capacity of a choke given, say, the resistance, inductance and weight? I know we are dealing with a couple of confounding variables also, but...

rewiring minds want to know.

73 de Rich <postr@ohiou.edu>

>

>Orr's "Radio Handbook" 21st Ed, 1978 has a cool graph on p. 23.22, Fig. 27  
>which relates power capacity of a transformer vs. its weight (excluding  
>case & fixture weight). Give curves for commercial, CW, typical  
>Intermittant Voice Service & max IVS.

>

>E.g. 20 pounds'll get ya about 1.2 kW. Doesn't include effects of  
>continuous idling current.

Boatanchor Pix website - KB8TAD  
<http://oak.cats.ohiou.edu/~postr/bapix/>

-----  
Message-Id: <199909211634.MAA10945@hat-trick.atl.org>  
From: "Bob Duckworth" <wb4mnf@atl.org>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Need: 3x7x12" Aluminum chassis, etc  
Date: Tue, 21 Sep 1999 12:27:32 +0100

Greg-

Roll your own chassis.  
Buy some galvanized 'flashing' at the  
local builders supply or roofing supply.  
Make a brake with some angle iron and some 'C'  
clamps. Cheap, stiff, a roll will last you 20 years.

You can also buy aluminum flashing but it is soft so you will need to temper after forming chassis. I do not know how to temper Aluminum but maybe someone else can tell us (I'd like to know too).

I like the galvanized because it is relatively easy to work, doesn't rust, and you can solder it if you have a BIG old iron. Do not use torch as zinc will boil off. Holds paint well too but you have to clean it real well (get all the oil off).

-bob

-----  
Message-Id: <199909211708.KAA09905@mail-gw.pacbell.net>  
From: "Arden Allen" <gumbear@pacbell.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: POWER SUPPLY IRON-- Chokes??  
Date: Tue, 21 Sep 1999 10:08:20 -0700  
MIME-Version: 1.0  
Content-Type: text/plain; charset=ISO-8859-1  
Content-Transfer-Encoding: 7bit

Hi Rich;

> .....Does anyone know of a similar chart, guide or  
> rule of thumb for roughly predicting the current handling capacity of a  
> choke given, say, the resistance, inductance and weight? I know we are  
> dealing with a couple of confounding variables also, but...

No (but there's lots of things that exist that I don't know about). I cheat. I look over the specs of parts in catalogs and compare with what I have in my hand. Measuring the inductance and resistance and comparing the size of the core with the catalog listed parts should get you pretty close. ARRL handbooks of the vintage variety should get you home. But don't be afraid to experiment. I've kluged parts together just to see if they would work and they often do!

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

-----  
Date: Tue, 21 Sep 1999 13:19:19 -0400  
From: BEN NOCK <G4BXD@compuserve.com>  
Subject: Wireless Set No 62 FS  
To: Old Tube Radios <boatanchors@theporch.com>  
Message-ID: <199909211320\_MC2-85B9-3B96@compuserve.com>  
MIME-Version: 1.0  
Content-Transfer-Encoding: quoted-printable

Content-Type: text/plain;  
charset=ISO-8859-1  
Content-Disposition: inline

I have a working 62 set FS, the only mod I can see is the 12v supply  
plug has been changed, otherwise the set works fine. Comes with =  
headset/mic etc. Condition, about 8/10.

1.6 to 10 MHz, am/cw, 1.5w, 12v operation, same size as  
19 set but much lighter, used by Airborne Forces, manpacked or =  
jeep mounted, rod or wire aerial, vfo or xtal controlled.  
\$200 plus postage

Ben G4BXD.

-----  
Message-Id: <m11TUGt-0006eTC@mail.islandnet.com>  
Date: Tue, 21 Sep 1999 10:57:10 -0700  
To: Old Tube Radios <boatanchors@theporch.com>  
From: dma@islandnet.com  
Subject: International shipping (lengthy rant!!!)  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"

At 08:12 AM 9/21/99 -0500, Tom Laszynski wrote:

>Enlight of the above, is USPS the best way to ship a boatanchor or related  
>item? Has anybody had experience with insurance claims with other carriers?

Hi Tom ...

In terms of insurance claims, I can't say. But in every other way that I  
know of, the PS is good. A recent consumer survey I saw somewhere on the  
web shows the USPS is more likely to get a parcel to its destination  
undamaged than any of the big parcel outfits.

If you ship, for example, a BA to Canada by UPS - the straight shipping  
charges to get it across the border the last few miles to my house are  
breathtakingly higher than to leave it at the nearest border point - US  
side. Then UPS has the gall to charge me a hefty brokerage fee, a charge  
for collecting federal tax, federal tax on the charge for collecting the  
federal tax, a COD charge (for collecting the federal tax) - I think that's  
all. The others are much the same.

If you ship USPS, it comes direct to my local post office - usually unopened by customs. I pay only the wonderful federal tax, and a small fee the PO charges to collect it. While I do resent this, it is so much less costly than UPS.

In maybe 150+ parcels shipped by post in the past two years, only one got lost - and it was one that only had to go about 45 miles from here. I've yet to have one arrive at my end or the other end in a body bag. I've shipped to Denmark, Switzerland, Singapore, South Korea, Japan, Germany - and all have arrived without damage. Of course I try to pack carefully.

I know UPS and some of the others are convenient, but they aren't oriented to the needs of the little guy who wants to sell something on the web. Until they begin to realize (cuz we're gonna keep telling them) that they are missing out on a great opportunity due to the web, we'll continue to be taken to the cleaners when shipping cross-border. In the meantime I've developed a new respect for the old PO!

Jan Skirrow, VE7DJX

... in sunny Maple Bay, BC, Canada

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"So many radios, so little time"

<http://www.islandnet.com/~dma/Boatanchors/>

Information, Parts, Pictures, Articles: The R-390A  
and other classic gear.

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Date: Tue, 21 Sep 1999 11:40:37 -0700 (PDT)  
From: Liles Garcia <Liles\_Garcia@pmc-sierra.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Swap Meet in Portland, Oregon--A Reminder  
Message-ID: <Pine.GS0.3.96.990921113844.29353A-100000@willamette>  
MIME-Version: 1.0  
Content-Type: TEXT/PLAIN; charset=US-ASCII

Hello Everyone,

This is just a last minute reminder for you all!!

# ANTIQUÉ RADIO SWAP MEET, SALE, AND SHOW

Saturday, September 25, 1999

The Northwest Vintage Radio Society ( Portland, Oregon ) is sponsoring a Fall 1999 Swap Meet, Sale, and Show on Saturday, September 25, 1999.

Location: National Guard Armory at the Washington County Fairgrounds in Hillsboro, Oregon ( Hillsboro is near to Portland )

Time: 9:00 AM until 2:00 PM

Date: Saturday, September 25, 1999

- \* Vintage Broadcast Radios
- \* Vintage Communications Receivers
- \* Vintage Televisions
- \* Vintage Phonographs
- \* Vintage Accessories and Parts
- \* Vintage Books and Advertising Literature
- \* Admission \$2.00

Directions: The Washington County Fairgrounds are located across the street from the Hillsboro Airport. There is parking on the adjacent Fairgrounds.

Collectors, hobbyists, and dealers will be present. We are hoping to fill the Armory with swap tables--we have before!! We are hoping for a large turnout and a lot of fun!!! For more information call Myron White (503) 629-5513. This is a community event that is sponsored by the Northwest Vintage Radio Society.

Northwest Vintage Radio Society  
Box 82379



Portland, Or 97282-0379

This notice is posted by Liles Garcia, liles\_garcia@pmc-sierra.com.  
Please email me if I can answer some questions or provide more  
information.

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Date: Tue, 21 Sep 1999 18:56:20 -0400 (EDT)  
From: MODSTEPH@ACS.EKU.EDU  
Subject: That's THIS Sunday - get set now!  
To: Old Tube Radios <boatanchors@theporch.com>  
Message-id: <01JG8QGI7M8I0082I3@ACS.EKU.EDU>  
MIME-version: 1.0  
Content-type: TEXT/PLAIN; CHARSET=US-ASCII

And the event is of course "CX," the Classical Radio Exchange  
Contest, THE bi-annual event for boatanchors and their owner-  
operators. Starts at 3 PM EDT, ends at midnight EDT (adjust time  
to fit your zone: that's 1900 UTC 26 Sep to 0400 UTC 27 Sep).  
Some details are in the Contest Corral section of the October  
QST, although no specifics on the frequencies, only the bands.

Announcement with all details appeared here a couple of  
weeks ago - and I TOLD you to save it and spread the word! But  
in case you missed it e-mail me separately and I'll send you  
another copy.

And I DID get my Harvey-Wells fixed with no visible marks  
on the exterior - and also got my Globe 755A VFO repaired and  
working again... and as I sat there with the two pieces of the  
cracked cathode resistor from the output stage in my hand, I  
remembered that I had put that (then whole) resistor in myself  
when I built the 755A from a kit 40 years ago...

CU in CX!

73, Al N5AIT  
modsteph@acs.eku.edu

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End of BOATANCHORS Digest 2674  
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